

No. 7132 號二十三百七十七

日三十月九辰庚結光

HONGKONG, SATURDAY, OCTOBER 16TH, 1880.

六拜禮 號六十月十英

港香

PRICE \$2 PER MONTH.

SHIPPI.

ARRIVALS.
October 15, CHINCHIANG, British str., 700, S.
M. Orr, from Canton, General, Steam-
ship & Co.CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
OCTOBER 15TH.

Canton, French bark, for Saigon.

DEPARTURES.
October 15, ALBAY, British str., for Swatow.PASSENGERS.
TO DEPART.For CANTHO, for Saigon.—12 Chinese.
SINGAPORE SHIPPING.

October—ARRIVALS.

1. Japanese, British steamer, from Bangkok.

2. Danish, American steamer, from Bangkok.

3. Adria, British steamer, from Batavia.

4. Envira, French steamer, from Batavia.

5. Ivernia III, British steamer, from Malacca.

6. Valencia, Spanish steamer, from Manila.

7. Millefiori, British str., from Colombo.

8. Patriot, British steamer, from Bangjarmasim.

9. Ruby, British steamer, from Palembang.

10. Sir Edward, British str., from Malacca.

11. Tropic, British steamer, from Bangkok.

12. Waverley, British steamer, from Liverpool.

13. Worcester, British steamer, from Liverpool.

14. Banda, Dutch steamer, from Achaeu.

15. Celestial, British steamer, from Saigon.

16. Cleopatra, British steamer, from Amoy.

17. Quinta, German steamer, from Hongkong.

18. Zambezi, British steamer, from Bombay.

19. Zephyrus, British steamer, from Calcutta.

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INSURANCES

THE LONDON INSURANCE,
INCORPORATED BY ROYAL CHARTER OF HIS
Majesty King George the First.
A.D. 1720.

THIS Undesignated Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [14]

LIVERPOOL AND LONDON AND GLOUCESTER INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of Premium will be allowed upon Insurances effected with the Company.

DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1876. [17]

GERMAN LLOYD MARINE INSURANCE COMPANY LIMITED, OF BERLIN.

The Undesignated, having been appointed Agents for the above Company, are prepared to GRANT POLICIES OF MARINE RISKS to all parts of the World.

SIEMSEN & Co.,
Agents.
Hongkong, 6th February, 1876. [25]

MANCHESTER LIFE ASSURANCE COMPANY OF MANCHESTER, AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling;
OF WHICH PAID UP, £100,000 Sterling;
RESERVE FUND, £120,000.
HOLDING FUND, £120,000.

DIRECTORS.
LAW SONG, of the Li Hing Firm.
WONG YIN FUN, of the Chin Cheung Wing
House.
LIOU YEE, of the Yen Firm.
FONG SANG FUNG, of the Tung Sang Wo Hong.
WONG PAT CHEUNG, of the San Lee Wo Hong.
TEH KUAT TUNG, of the Yeo Cheung Hong.
LO YOUNG MOON, of the Kwong Man Cheung
Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at Current Rates to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
General Office, 8 and 1 Praya West.
Hongkong, 14th October, 1876. [114]

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THIS Undesignated, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:

MARINE RISKS.
Premiums on Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BRONCHITIS OF THIRY-THREE PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Premiums on First-class Buildings to a maximum of Two Thousand Dollars.

A DISCOUNT OF TWENTY PER CENT. (20%) on the Current Local Rates will be allowed on Premiums charged for insurance, such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874.

LE CERCLE TRANSPORT S. SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

APPEL SUBSCRIBED..... 15,000/00 Francs.
CAPITAL PAID UP..... 3,750/00 Francs.

The Undesignated, having been appointed Agents of the above Company, are prepared to GRANT POLICIES OF MARINE RISKS to all parts of the World.

ARNOLD, KARBERRG & Co.,
Hongkong, 26th September, 1876. [1552]

OTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£20,000.

THIS Undesignated, having been appointed Agents for the Proprietors, Warrant Officers, Crosses and Blankets, &c., &c., are prepared to GRANT POLICIES OF FIRE to the extent of \$20,000 on Buildings or on Goods stored therein.

VOGEL & Co.,
Agents.
Hongkong, 10th September, 1876. [1457]

WANGTSZE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undesignated, having been appointed Agents to the above Company at this Port, and are prepared to GRANT POLICIES OF FIRE to the extent of \$20,000 on Buildings or on Goods stored therein.

DISCOUNT OF TWENTY PER CENT. (20%) on Premiums on Current Local Rates, will be allowed on Premiums charged for insurance, such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 7th July, 1874. [20]

FILE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undesignated, having been appointed Agents to the above Company at this Port, and are prepared to GRANT POLICIES OF FIRE to the extent of \$20,000 on Buildings or on Goods stored therein.

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RUSSELL & Co.,
Agents.
Hongkong, 11th May, 1876. [22]

LEON FIRE INSURANCE COMPANY.

THIS Undesignated, as prepared to GRANT POLICIES AGAINST FIRE to the extent of \$45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, will be allowed a Discount of 20% on the premium.

NORTON & Co.,
Agents.
Hongkong, January, 1876. [23]

SUN FIRE OFFICE.

THE Undesignated, as prepared to GRANT Policies against Fire, to the extent of \$6,000 on First-class Ships.

A DISCOUNT OF TWENTY PER CENT. (20%) upon Current Local Rates of Premiums will be allowed upon Insurances effected with this Office.

LINSTEAD & Co.,
Agents Sun Fire Office.
Hongkong, 1st June, 1876. [23]

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

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SIEMSEN & Co.,
Agents.
Hongkong, 14th August, 1876. [22]

GENIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) will be allowed upon Premiums on Current Local Rates, will be allowed upon Insurances effected with the Company.

DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1876. [16]

STANDARD FIRE OFFICE, LONDON.

The Undesignated, having been appointed Agents for the above Company, are prepared to GRANT POLICIES OF MARINE RISKS to all parts of the World.

SIEMSEN & Co.,
Agents.
Hongkong, 1st March, 1876. [23]

INSURANCES.

ROYAL INSURANCE COMPANY.

THIS Undesignated Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [14]

LIVERPOOL AND LONDON AND GLOUCESTER INSURANCE COMPANY.

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Hongkong, 1st January, 1874.

LE CERCLE TRANSPORT S. SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

APPEL SUBSCRIBED..... 15,000/00 Francs.
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DISCOUNT OF TWENTY PER CENT. (20%) on Premiums on Current Local Rates, will be allowed on Premiums charged for insurance, such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 7th July, 1874. [20]

FILE INSURANCE ASSOCIATION, LIMITED, LONDON.

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RUSSELL & Co.,
Agents.
Hongkong, 11th May, 1876. [22]

LEON FIRE INSURANCE COMPANY.

THIS Undesignated, as prepared to GRANT POLICIES AGAINST FIRE to the extent of \$45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, will be allowed a Discount of 20% on the premium.

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Hongkong, January, 1876. [23]

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LINSTEAD & Co.,
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Hongkong, 1st June, 1876. [23]

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SIEMSEN & Co.,
Agents.
Hongkong, 14th August, 1876. [22]

GENIX FIRE INSURANCE COMPANY.

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DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1876. [16]

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Hongkong, 27th March, 1876. [14]

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DOUGLAS LAPRAIK & Co.,
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Hongkong, 27th June, 1876. [17]

EXTRACTS
—
SONGS.

SONGS.
(FROM THE JAPANESE)

The nightingale warbles
So silv'ry clear,
The sweet soul of silence,
Emptured must hear;
But prison his music
In fettering bars,
And through they were golden
With sheen like the stars,
His heart in its sorrow,
Would swell thro' his song,
And tenderly murmur—
"I'woary and long—
Ah me, for my dwelling
Low-rustling with leaves—
My little house sheltered
By emerald eaves!"

CELEBRITIES AT HOME.

M. OCTAVE FEUILLET IN THE RUE DE RIVOLI.
The chief of the Idealists ought properly to be seen in his Norman home, but a regard for facts compels us to put him in the *encadrement* of Paris. Nowadays he only lives in spirit at Saint-Lô, though he hopes to get back as soon as Paris will let him. The day will never come, but it would be a cruel kindness to tell him so. Every year for the past twenty he has been adding something to *Les Balliers*, something simple and homely; it is neither a large nor a pretentious house, but just a snuggerie on the outskirts of one of the quaintest of old Norman towns; and every year Paris has remorselessly woven another of those silken fetters which bind him to her side. He often runs down there, indeed, but it is only on leave of absence from the capital. He is the Academy, and he is a family man. The health of Madame Feuillet is delicate; his own is not very good; and there is no first-rate doctoring to be had in the country.

subject, but he thinks them atoned for by her spirit, vivacity, and freshness. He appears to find a charm in her very childish wilfulness, which is necessarily missing in French literature, bound as it is by its academical rules and by the taste of readers to the utmost sobriety of treatment. *Good-bye, Sweet-heart* has another charm in describing the localities with which he is so well acquainted. Its scene is laid in a part of France every foot of which is to him both familiar and classic ground. This has perhaps biased his judgment in favour of the writer; for it must be admitted that all Frenchmen do not think in the same way. A recent translation of the book nearly drove a Parisian reviewer wild. He could not tolerate the heroine's liberty of flirtation; and no wonder, as she had taken out no license for surreptitious love-making in the form of a marriage-certificate. The book, he seemed to think, lacked the delicate morality of *Mademoiselle de Maupin* or the *Demi-Monde*.

SHIPPING IN THE CHINA WATERS.

| VESSELS. | DATE ARR'D. | CAPTAIN. | FLAG AND BIG. | TONS. | CONSIGNEES. | DESTINA-TION. | VESSEL. | DATE OF ARRIVAL | CAPTAIN. | FLAG AND BIG. | TONS. | CONSIGNEES. | DESTINA-TION. |
|------------------|-------------|--------------|---------------|-------|--------------------------|---------------|--------------|-----------------|---------------------------|-------------------------------|-------|-------------------------|---------------|
| HONGKONG. | | | | | | | | | | | | | |
| STEAMERS. | | | | | | | | | | | | | |
| America | Sept. 1 | Mooney | Brit. str | 948 | Birley & Co | Repairing | Hecht | Sept. 24 | Ploetz | In Port on 4th October, 1880. | 358 | Jardine, Matheson & Co. | |
| Chas. T. Hook | Sept. 1 | Bradley | Brit. str | 902 | Ed. Schellhass & Co | Saigon | Lottie | Sept. 27 | Hiltz | Ger. sch | 20 | Holmholz & Co | |
| Chinkiang | Oct. 1 | S. M. Orr | Brit. str | 799 | Siemssen & Co | Shanghai | Lapata | + | Raven | Brit. sh | 1039 | O. Lillies & Co | |
| Consolation | Oct. 1 | Yenug | Brit. str | 764 | Yuen Fat Hong | Bangkok | Wd. Demarest | | Walker | Brit. bk | 870 | Walsh Hall & Co | |
| Hongkong | Sept. 10 | Kennet | Brit. str | 66 | Kwok Keon Kie | | Panay | Oct. 17 | Maires | Amer. sh | 1190 | C. & J. Trading Co | |
| H. C. Orsted | Oct. 3 | J. G. Orsted | Dan. str | 337 | G. N. Telegraph Co | Canton | Piqueer | Sept. 15 | Yeal | Rus. sch | 72 | Walsh Hall & Co | |
| Iehang | — | J. Ogston | Brit. str | 700 | Batterfield & Swin | Calcutta | Oswald | Sept. 22 | Miller | Ger. bk | 445 | P. Bobm | |
| Japan | Sept. 30 | Gardner | Brit. str | 1865 | D. Sassoon, Sons & Co | Hoihow | Samar | | Weisse | Amer. sh | 1111 | Walsh Hall & Co | |
| Kang-ehi | Sept. 19 | Crowlie | Chi. str | 684 | C. M. S. N. Co | Canton | Solid | | | Ger. sch | 162 | Sung Ho | |
| Kiu-Kiang | — | T. Benning | Brit. str | 1061 | H.C. & M. Steamboat Co | | | | | | | | |
| Lorne | Oct. 10 | McKoshnie | Brit. str | 1035 | Jardine, Matheson & Co | | Anshuao | Sept. 19 | Lout | In PORT ON 3rd OCTOBER, 1880. | 1225 | Martin, Dyce & Co | |
| Mariveles | Aug. 7 | Meadoz | Span. str | 523 | Remedios & Co | | Carricks | Sept. 11 | Jones | Brit. bk | 916 | Peels, Hubbell & Co | |
| Moray | Oct. 1 | Butcher | Brit. str | 1426 | Jardine, Matheson & Co | | Ceylon | Oct. 3 | | Amer. bk | | Captain | |
| Namoa | Oct. 3 | Westoby | Brit. str | 864 | D. Lapraik & Co | | Harrington | Sept. 23 | | Brit. bk | | Captain | |
| Niigata Maru | Oct. 11 | Walker | Jap. str | 1096 | Mitsu B. M. S. S. Co | | Inique | Sept. 6 | Marini | Ital. bk | 925 | Captain | New Yo |
| Orestes | Oct. 13 | Webster | Brit. str | 1323 | Butterfield & Swin | | Jessie Stowe | Aug. 5 | | Brit. bk | 614 | Captain | New Yo |
| Pacific | Dec. 14 | G. Sadre | Ger. str | 69 | Siemssen & Co | | J. Renwick | July 29 | Souters | Brit. sh | 1892 | Ker & Co | |
| Powan | — | A. G. Garey | Brit. str | 43 | H.C. & M. Steamboat Co | | Niagara | Sept. 11 | Kuhlman | Ger. bk | 920 | Smith, Bell, & Co | |
| Sea Gull | Mar. 24 | Hayden | Amer. str | 250 | O. Traders' Insurance Co | | | | | | | | |
| Yot-sai | — | D. Browne | Brit. str | 250 | Kwok Acheong & Sons | | | | | | | | |
| Zambesi | Oct. 14 | Symons | Brit. str | 1540 | P. & O. S. N. Co | | | | | | | | |
| SAILING VESSELS. | | | | | | | | | | | | | |
| Agnes Muir | Sept. 21 | Lowe | Brit. sh | 853 | Carlowitz & Co | Havre | | | | | | | |
| Alice Buck | Aug. 27 | Herriman | Amer. sh | 1425 | Vogel & Co | New York | | | | | | | |
| A. H. Smith | Sept. 19 | Bartlett | Amer. sh | 1457 | Vogel & Co | S. Francisco | Marianne | | | | | | |
| Alva | July 28 | E. de Souza | Port. sh | 632 | Brandao & Co | | Vidal | | | | | | |
| Augusta | Oct. 10 | Thomsen | Brit. sch | 210 | Moyer & Co | | | | | | | | |
| Brunette | Sept. 19 | Dow | Brit. bk | 375 | Russell & Co | | | | | | | | |
| Carl Ritter | Oct. 11 | Jager | Ger. bk | 598 | Wieler & Co | | | | | | | | |
| Cananoro | Sept. 20 | Laffitte | Fren. bk | 558 | Jardine, Matheson & Co | | | | | | | | |
| Cashmere | Sept. 29 | Collamore | Aur. sh | 936 | Arnhold, Karberg & Co | | | | | | | | |
| Cora | Aug. 20 | Coombs | Amer. sh | 1431 | Russell & Co | | | | | | | | |
| Conrier | Sept. 19 | La Perte | Fren. bk | 348 | Landstein & Co | | | | | | | | |
| Derothea | Sept. 19 | Moller | Ger. bk | 620 | Arnhold, Karberg & Co | | | | | | | | |
| Emma | Oct. 5 | Michelsen | Ger. bk | 231 | Ed. Schellhass & Co | | | | | | | | |
| F. Nightingale | Oct. 8 | McIntyre | Brit. bk | 464 | Arnhold, Karberg & Co | | | | | | | | |
| France | Sept. 29 | Exmelin | Fren. bk | 499 | Laudstein & Co | | | | | | | | |
| G. Admiral | Sept. 18 | Thompson | Amer. sh | 1098 | Russell & Co | S. Francisco | | | | | | | |
| H. W. Dudley | Aug. 31 | Dudley | Amer. bk | 206 | Russell & Co | New York | | | | | | | |
| Iris | Sept. 29 | Bauw | Brit. sch | 245 | Siemssen & Co | | | | | | | | |
| Louisa | Sept. 21 | Schierloh | Ger. sch | 511 | Ed. Schellhass & Co | | | | | | | | |
| Manila II. | Sept. 21 | Gonzer | Ger. bk | 511 | Siemssen & Co | | | | | | | | |
| Marie Alfred | Sept. 22 | Brégoen | Fren. bk | 308 | Chinese | | | | | | | | |
| Kowia Welt | July 27 | C. C. Welt | Amer. sh | 1378 | Russell & Co | New York | | | | | | | |
| Giblas | Oct. 10 | C. Huet | Fren. bk | 311 | Captain | | | | | | | | |
| Boarten | Aug. 27 | Vincent | Amer. sch | 8 | W. H. Ray | | | | | | | | |
| S. B. Allen | Sept. 19 | Eldridge | Amer. bk | 546 | Tong Sang Woo | London | | | | | | | |
| Sumatra | Aug. 6 | A. Triba | Brit. bk | 740 | Carlowitz & Co | | | | | | | | |
| Triton | Oct. 1 | Koleson | Ger. bk | 550 | Meyer & Co | | | | | | | | |
| Wm. Turner | Sept. 25 | Vandprvord | Brit. bk | 431 | Chinese | | | | | | | | |
| WHAMPOA. | | | | | | | | | | | | | |
| SAILING VESSELS. | | | | | | | | | | | | | |
| J. Henrich | Sept. 5 | Oestmann | Ger. bk | 411 | Arnhold, Karberg & Co | Havre | | | | | | | |
| CANTON. | | | | | | | | | | | | | |
| China | Oct. 14 | Ackermann | Ger. str | 648 | Siemssen & Co | Shanghai | Albatross | | screw sloop | Com. Errington | | Chefoo | |
| Kiang-Piug | Oct. 14 | Parker | Chi. str | 898 | C. M. S. N. Co | | Comus | | corvette | Captain J. W. East | | Nagasaki | |
| Paladin | — | — | Brit. str | 898 | C. M. S. N. Co | | Curaçoa | | corvette | Captain W. H. Cumming | | Penang | |
| Kinsbau | — | Hoyland | Brit. str | 1050 | H.C. & M. Steamboat Co | Canton | Egeria | | screw sloop | Com. C. Johnstone | | Singapore | |
| Spark | — | Cadwallader | Chi. str | 315 | H.C. & M. Steamboat Co | Canton | Encounter | | steam corvette | Capt. Hen. A. Denison | | Shanghai | |
| Tung-ting | Aug. 27 | Holmes | Chi. str | 652 | C. M. S. N. Co | Canton | Flying Fish | | sloop | Lieut.-Com. Hoekyn | | Singapore | |
| White Cloud | — | A. Benning | Brit. str | 652 | H.C. & M. Steamboat Co | Macao | Foxhound | | double-screw gun-vessel | Com. A. F. St. Clair | | Yokohama | |
| MACAO. | | | | | | | | | | | | | |
| TOKOHAMA. | | | | | | | Iron Duke | | gunboat | Com. W. M. Lang | | Eu route N's | |
| | | | | | | | Keatsiel | | double-screw iron frigate | Com. W. G. Scott | | Singapore | |
| | | | | | | | Lapwing | | double-screw gun-vessel | Com. S. Grove | | Shanghai | |
| | | | | | | | Lily | | double-screw gun-vessel | Captain R. H. Napier | | Chefoo | |
| | | | | | | | Magpie | | surveying vessel | Captain J. G. Mead | | Hongkong | |
| | | | | | | | Midge | | double-screw gun-vessel | Lieut.-Com. W. Carey | | Hongkong | |
| | | | | | | | Modesta | | steam corvette | Lieut.-Com. G. E. Grey | | Chefoo | |
| | | | | | | | McCorien | | gunboat | Com. H. N. S. Hood | | En route S' | |
| | | | | | | | Mosquito | | gunboat | Lieut.-Com. M. Bridger | | Ningpo | |
| | | | | | | | Pegasus | | sloop | Lieut.-Com. O. Tudor | | | |

ordinary taste is not easily accounted for. Even supposing it once got a feed of salmon mayonnaise, why should it now select to prefer

"The boss boom of the year," the *Daily Telegraph* reads in the American journals, "has started with Garfield on top." Thus quickly has General Grant's great personality passed into the shade; and "third terms" ceased to be even mentioned. It is with the Great Republic as with the ocean. Storms and calms follow swiftly and efface each other, and political names and things vanish like clouds. Upon the conclusion of the

in 1855.

and calms follow swiftly and efface each other, and political names and things vanish like clouds. Upon the conclusion of the American Civil War in 1865, there was nothing which produced more disappointment in Europe than the publication of *Monsieur de Camors*. It was surmised that he had almost repented of his self-imposed mission, that he found it a

which produced more astonishment in Europe than the ease and rapidity with which a million and a half of armed men disappeared from sight, and were absorbed without a moment's delay into the widely diversified occupations of civil life. Confining our remarks to the Federal Generals, we may notice that Burnside, defeated at Fredericksburg, and victorious at Knoxville, in Tennessee, became at once a railroad agent in the Pennsylvania oil region. Butler returned to his former avocation as a manufacturer of cotton prints in Massachusetts; Schurz accepted the engagement of Washington correspondent to the *New York Tribune*; Sigel became editor of a German newspaper in Baltimore; Franklin took to superintending Colt's factory for making revolvers and small arms at Hartford; W. S. Smith, of the cavalry, sold groceries at Chicago; Patrick, the Provost Marshal of Grant's army, settled down as a farmer in the State of New York; Ferrero, who commanded a black brigade before Petersburg, took again to his fiddle, and recommenced his old practice of teaching young ladies how to dance; and Henry Wyndham became a fencing master in New York. Among the Confederates, Buckner found a New Orleans journal willing to accept him for its editor; Gardiner, the gallant defender of Port Hudson, became a local reporter to some Mississippi print; half-a-dozen generals, to say nothing of inferior officers, among those who fought beyond the Mississippi got a livelihood by keeping bars, and dispensing what is called "forty rod whisky"; G. F. Anderson became first a butcher, and secondly an auctioneer; D. M. Thomas engaged himself as clerk on a river steamboat; Forrest ran a sawmill in Ten-
his self-imposed mission, that he found it a vain task to moralise the court by his pen. He appears to have never thought of writing for the stage till mapagers suggested it to him. The success of *Dalila* in the *Révue des Deux Mondes* was the turning-point of this part of his career. It had been out but a short time when a tempting offer from the Vaudeville induced him to dramatise the work. He did so, with astonishing success, and he has since presented most of his fiction in this twofold aspect. Perhaps English novelists of mark might borrow a useful hint from this practice, and while filling their pockets save the national stage. Feuillet's dramatic works are not much known in England, and for obvious reasons; but one of them, *Le Sphinx*, founded on *Julia de Tréœur*, has made the tour of the world. It is not his happiest work, and he would be the first to say so; but a fact of greater interest in regard to it is that he has derived no pecuniary benefit whatever from its adaptation for the English stage. For years it helped to build up the fortune of a well-known travelling company without bringing him one farthing of author's rights. He was long unaware of his own success in the English provinces; and to this day he only faintly remembers the name of the leading actress who did him the honour to play him for her own exclusive benefit. He appears to consider it a doubtful compliment, on other grounds; for, with his exquisite sensibility to the beauties of literary form, he cannot repress a shudder at the thought of the figure he may be made to cut in a rough translation. He would glory in being 'Englished' if he could make sure of being 'Englished' well.

two—namely, its value as a cleansing agent, and as a surface stimulant. In this last capacity it simply acts as a medium affecting the temperature of the part to which it is applied, or which is immersed in it. Right views of fact in reference to this matter are important, because there can be no question that some persons overrate the uses of cold water, and run considerable risks in their pursuit of them. Every beneficial action that can be exerted by a bath is secured by simply dipping in the sea, or a very moderate effusion of cold water! Except in cases of high fever, when it is desired to reduce the heat of the body by prolonged contact with cold, a bath of any considerable duration is likely to be injurious. Then, again, it is necessary to recognise the risk of suddenly driving the blood from the surface in upon the organs. The "plunge," or "dip," or "shower," or "douche," is intended to produce a momentary depression of the temperature of the surface in the hope of occasioning a reaction which shall bring the blood back to the surface with increased vigour, and almost instantly. If this return does not take place; if, in a word, redness of the skin is not a very rapid consequence of the immersion, it is impossible that the bath can have been useful, and in nine cases out of ten when the surface is left white or cold it does harm! The measure of value is the redness which ensues promptly after the bath, and this reaction should be produced without the need of much friction, or the bath is not worth taking. The rubbing employed to recover the circulation lost by the bath would probably have done more good without it. Another effect of the bath when it acts properly is to stimulate the nervous system, through the vast series of

He has some knowledge of our language—the literary Frenchman's knowledge, which extends generally to the power of reading it, but not beyond. Thackeray and Dickens, the former especially, as his favourite authors; and he had read *Vanity Fair*, and its fellows in the series, again and again. The transition from this to the *Good-bye, Sweetheart* of another person of genius is a somewhat abrupt one, yet nevertheless Rhoda Broughton has no more sympathetic reader in France. He will admit her defects when pressed on the

| SWATOW. | | | | Wivern | | | | turret-ship | 4 | 350 | Commander Jones | Hongkong | |
|---------------------------------|----------|------------|-----------|--|---------------------|--------------------------|-----------------------|-------------|------------------|-------------------------|-----------------|----------|--|
| IN PORT ON 12TH OCTOBER, 1880. | | | | FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION. | | | | | | | | | |
| | | | | NAME. | FLAG. | GUNS. | H.P. | CAPTAIN. | WHERE | | | | |
| Christian | Oct. 7 | Koslow | Ger. sch | 250 | Direks & Co | Abreck | Russian gunboat | 7 | 80 | Captain Schanz | Yokohama | | |
| Jan Peter | Oct. 6 | Ewert | Ger. bk | 336 | Direks & Co | Adonis | French gunboat | 5 | 250 | Commander Caillard | Chefoo | | |
| Maria | Sept. 25 | Taschewski | Ger. bk | 430 | Direks & Co | Alert | American gunboat | 4 | 600 | Commander Huntington | Chefoo | | |
| AMOY. | | | | | | | | | | | | | |
| IN PORT ON 11TH OCTOBER, 1880. | | | | Newchwang | Africa | Russian cruiser | 14 | — | Captain Alescoff | Vladivost | | | |
| Assens. | Oct. 5 | Vandel | Dan. bk | 255 | H. A. Petersen & Co | Ashuclot | American corvette | 6 | 704 | Commander Johnston | Chefoo | | |
| Balthasar | Oct. 6 | Fulda | Ger. sch | 275 | H. A. Petersen & Co | Asia | Russian cruiser | 8 | 250 | Captain Amosoff | Vladivost | | |
| Chateaubriand | Oct. 5 | G. Leroy | Fren. bk | 387 | H. A. Petersen & Co | Askold | Russian corvette | — | — | Captain Deck | en route V | | |
| Chloris | Sept. 25 | Matzen | Ger. bk | 334 | H. A. Petersen & Co | Champlain | French corvette | 10 | 450 | Captain Michaud | Yokohama | | |
| F. Balaugh | Oct. 5 | Ruter | Ger. bk | 240 | H. A. Petersen & Co | Craysser | Russian corvette | 8 | 250 | Captain Nazimoff | Vladivost | | |
| Friedrich | Sept. 24 | Petersen | Ger. sch | 294 | Pasedag & Co | Cyclop | German gunboat | 4 | 250 | Lieut.-Com. Schmitzmann | — | | |
| Hei-chong | Oct. 6 | Plettner | Brit. bk | 325 | Chinese | Digit | Russian gunboat | 8 | 250 | Commander Liveon | Vladivost | | |
| Krik | Oct. 5 | Larsen | Nor. bk | 417 | Pasedag & Co | D. of Edinburgh | Russian frigate | — | — | Captain Novosilsky | en route V | | |
| Maid Marion | Sept. 27 | Brinkmeier | Ger. bg | 293 | H. A. Petersen & Co | Ermak | Russian transport | — | — | Captain Koltchau | Passiat | | |
| Meridian | Sept. 26 | Schmidt | Siam. bk | 223 | Chinese | Europa | Russian cruiser | 12 | — | Captain Gripenberg | Nagasaki | | |
| Peter | Sept. 29 | Holm | Ger. bg | 241 | H. A. Petersen & Co | Fraya | German corvette | 8 | 240 | Captain Von Hippel | Yokohama | | |
| FOOCHOW. | | | | | | | | | | | | | |
| IN PORT ON 10TH OCTOBER, 1880. | | | | Takao | General Admiral | Russian frigate | — | — | Captain Serkoff | Shanghai | | | |
| Lucy | Sept. 30 | Habbekost | Ger. sch | 315 | Siemssen & Co | Gornostai | Russian gunboat | 7 | 80 | Commander Stork | Hongkong | | |
| Peter | Oct. 3 | Moller | Ger. bk | 311 | Chinese | Iltis | German gunboat | 4 | 120 | Commander Klanska | Shanghai | | |
| Sea Nymph | Sept. 26 | Skorman | Ger. bg | 293 | Siemssen & Co | Kerguelen | French frigate | 6 | 250 | Captain Mathieu | Canton | | |
| SHANGHAI. | | | | | | | | | | | | | |
| IN PORT ON 1ST OCTOBER, 1880. | | | | Tientsin | La Rance | French despatch-ves. | 6 | — | Captain Dupe | Saigon | | | |
| Alumina | Sept. 4 | Jones | Brit. sh | 714 | W. Hewett & Co | Lee Tak | Annamese gunboat | — | — | Commander Y. W. Tong | Hongkong | | |
| Ambassador | Aug. 18 | Bedevill | Brit. bt | 692 | Adamson, Bell & Co | Mendovi | Portuguese gunboat | — | — | Commander Vienna | Shanghai | | |
| Antonio | Oct. 5 | Seaborne | Brit. sh | 1213 | Siemssen & Co | Mari de Molina | Spanish corvette | 9 | — | Captain Dan T. Olleros | Shanghai | | |
| Benclutha | July 31 | Laird | Amr. bk | 970 | S. C. Farnham & Co | M. del Duero | Spanish despatch-ves. | 2 | 200 | Don Lobo | Macao | | |
| B. Aymar | Sept. 27 | Lawrence | Amr. bk | 517 | Morris & Co | Minin | Russian ironclad | 4 | 300 | Captain P. Nazimoff | Vladivost | | |
| B. Brothers | Aug. 11 | Goodeal | Amr. sh | 1493 | Melchers & Co | Monocacy | American gunboat | 6 | 700 | Commander Sumner | Shanghai | | |
| Blas Jacket | Sept. 1 | Percival | Amr. sh | 1396 | Frazer & Co | Morge | Russian gunboat | 7 | 80 | Commander Tatarinoff | Vladivost | | |
| Carl Ludwig | Oct. 2 | Meyors | Brit. bk | 234 | Captain | Naesdaick | Russian corvette | — | — | Captain Kologeras | Shanghai | | |
| Chingtoo | Oct. 2 | Baikie | Brit. bk | 304 | Morris & Co | Narpa | Russian gunboat | 7 | 80 | Commander Valrondt | Chefoo | | |
| Feeochow | Aug. 10 | Hochreiter | Siam. bg | 301 | Captain | Opretschenik | Russian cruiser | — | — | Captain Sehestakoff | en route V | | |
| Henrietta | Aug. 11 | Blanchard | Amr. sh | 1218 | C. & J. Trading Co | Palos | American gunboat | 6 | 200 | Lieut.-Commander Green | Kobe | | |
| John Potts | Sept. 17 | McPherson | Brit. bk | 373 | Morris & Co | Plastoon | Russian corvette | 8 | — | Captain Poliansky | Hongkong | | |
| Kimsoonhont | Aug. 15 | Thomsen | Siam. bg | 208 | Captain | Prince Pogarsky | Russian frigate | 12 | — | Captain Tirtoff | Vladivost | | |
| M. A. Dixon | Sept. 25 | Cooke | Brit. bk | 417 | Morris & Co | Rasboynik | Russian corvette | 11 | 250 | Captain Gitkoff | Vladivost | | |
| S. of the North | Sept. 23 | Hadken | Brit. bk | 666 | W. Hewett & Co | Richmond | American frigate | 14 | 800 | Captain Benham | Yokohama | | |
| HIOGO. | | | | | | | | | | | | | |
| IN PORT ON 2ND SEPTEMBER, 1880. | | | | Tientsin | Shemtobug | Russian corvette | — | — | Captain Walitsky | en route V | | | |
| Bohemia | Sept. 5 | Trask | Amr. sh | 1633 | Browne & Co | Sobol | Russian gunboat | 7 | — | Captain Boyle | Vladivost | | |
| Forward-Ho | Sept. 3 | Wade | Brit. bk | 942 | Browne & Co | Strellok | Russian corvette | 9 | 700 | Commander Delivron | En route N | | |
| Largs | Sept. 3 | Brown | Brit. bk | 751 | P. Heimann & Co | Swtara | American gunboat | 8 | 200 | Commander Sampson | Yokohama | | |
| Matchless | Sept. 2 | Dawes | Amr. sh | 1193 | C. Illies & Co | Tamega | Portuguese gunboat | — | — | Com. do Rio Carvalho | Macao | | |
| Oleander | | Joass | Brit. bk | 940 | Simon, Evers & Co | Thémis | French corvette | 18 | 175 | Captain Alguier | Shanghai | | |
| Onward | | Boysen | Brit. soh | 208 | M. Heimann & Co | Tongous | Russian gunboat | — | — | Commander Heck | Japan | | |
| Scottish Fairy | Aug. 31 | Toozes | Brit. bk | 750 | Browne & Co | Wolf | German gunboat | 4 | 340 | Commander Becks | Chefoo | | |
| Victory | Sept. 9 | Whiting | Brit. bg | — | Chinese | Vettor Pisani | Italian frigate | 12 | 400 | Captain Duke of Genoa | on route V | | |
| NAGASAKI. | | | | | | | | | | | | | |
| IN PORT ON 2ND OCTOBER, 1880. | | | | Amr. sh | 1633 | Browne & Co | Vincta | — | Captain Zirzon | Vladivost | | | |
| Amethyst | Aug. 28 | Slocom | Amr. bk | 355 | Holme, Ringer & Co | Westnik | German corvette | — | — | Captain Avelan | Shanghai | | |
| Hermann | | Lembke | Ger. bg | — | Holme, Ringer & Co | Zabina | Russian cruiser | — | — | Captain Loman | Vladivost | | |
| Kenagawa M. | Sept. 25 | Exstrand | Jap. bk | 606 | M. B. M. Co | CANTON GUNBOAT SQUADRON. | | | | | | | |
| M. Lebanon | Sept. 25 | Hall | Brit. sch | 535 | Holme, Ringer & Co | | | | | | | | |
| Otto | Sept. 25 | Kock | Brit. bg | 254 | Chinese | | | | | | | | |
| Pelham | Sept. 27 | Schnitger | Brit. bg | 232 | C. F. Hooper | | | | | | | | |
| Vivid | Sept. 29 | Petersen | Brit. bk | — | | | | | | | | | |
| | | | | NAME. | FLAG AND RIG. | GUNS | TONS | H.P. | COMMANDER. | STATION. | | | |
| Bohemia | Sept. 5 | Trask | Amr. sh | 1633 | Browne & Co | An-lan | Viceroy's gunboat | 7 | 250 | J. Godsil | Tong-king Gulf | | |
| Forward-Ho | Sept. 3 | Wade | Brit. bk | 942 | Browne & Co | Chee-king | Revenue cruiser | 2 | 30 | — | Canton | | |
| Largs | Sept. 3 | Brown | Brit. bk | 751 | P. Heimann & Co | Chi'en-to | Viceroy's gunboat | 7 | 250 | J. Stewart | Capsing-moon | | |
| Matchless | Sept. 2 | Dawes | Amr. sh | 1193 | C. Illies & Co | Chi'en-jui | Revenue cruiser | 3 | 80 | Walker | West Coast | | |
| Oleander | | Joass | Brit. bk | 940 | Simon, Evers & Co | Cheung-wan | Revenue cruiser | — | — | — | Pak-hoi | | |
| Onward | | Boysen | Brit. soh | 208 | M. Heimann & Co | Ching-on | Revenue cruiser | 2 | 30 | Chung-wing-fai | Bogue Forts | | |
| Scottish Fairy | Aug. 31 | Toozes | Brit. bk | 750 | Browne & Co | Ching-tsing | Viceroy's gunboat | 4 | 180 | F. Bessard | Bogue Forts | | |
| Victory | Sept. 9 | Whiting | Brit. bg | — | Chinese | Tehing-on | Viceroy's gunboat | 2 | 120 | Chinese Admiral | West Coast | | |
| NAGASAKI. | | | | | | | | | | | | | |
| IN PORT ON 2ND OCTOBER, 1880. | | | | Amr. sh | 1633 | Browne & Co | Tehing-po | 3 | 100 | | | | |